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The digest of decisions, which occupies a relatively small part of the volume, relates primarily to common carriers. It is designed to be a summary of the more important decisions of the courts involving the powers and duties both of the interstate and state commissions. In an effort to make this portion of the work more valuable than a mere digest, frequent quotations are made from the opinions of the courts. The decisions are grouped under suggestive headings. While a topical headnote in italics precedes the statement of each case, the absence of an index and the difficulties encountered in making a logical arrangement under a general head do not facilitate reference to particular subjects. This difficulty is not so noticeable in the case of those federal decisions which relate to the act to regulate commerce and are conveniently arranged under the various section numbers.

This digest has the merit of embracing in small space a statement of the fundamental powers and limitations, with reference to each other, of both the state and national governments in the regulation of public service corporations. It is intended merely as a guide to the law on the subject, and as such is a valuable supplement to the compilation of statutes which it accompanies.

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RAPER, CHARLES LEE. *Railway Transportation*. Pp. xi, 331. Price, \$1.50. New York: G. P. Putnam's Sons, 1912.

When Stephenson's invention in 1829 assured the success of steam railway transportation, the United States was a well-established nation, able to develop its own lines independently of European assistance. Indeed the problems of construction and operation were quite different from those abroad. At the very outset English locomotives were found to be unsuited to American conditions, and the manufacture of engines began in this country almost with the construction of the roads. In our policies of regulation, we have not been so independent, but have in many respects profited by the results of English experience.

Nevertheless, our own problems have presented themselves with such insistence that, particularly in recent years, the literature of the subject has dealt primarily with the local situation. Meanwhile developments of a most interesting nature have been taking place abroad. On the continent at least, railway problems are being handled by methods which differ radically from our own.

Professor Raper has recognized this situation. His book is a study of both American and European railway transportation. It has the merit of furnishing an up-to-date review of the conditions in those countries which have made the greatest advances in transportation, and of presenting a parallel statement of the results.

The first half of the book considers the historical development of railway lines, general conditions of traffic, service and rates, and the "ideals and machinery of state control" in Great Britain, France, Italy and Germany. A more detailed, but comparatively brief account of American railway transportation is followed by a chapter on state operation, in which the results achieved in Belgium and Austria, as well as the other countries named, are treated. The last part of this

chapter, which closes the work, is devoted to an advocacy of the parcels post in the United States.

The author states that the book is based upon, and its chief purpose is to "revise and enlarge" Hadley's "Railway Transportation." In general, both works follow the same plan. A quarter of a century has elapsed since President Hadley wrote, and Professor Raper has not only rewritten the history of the earlier period but has brought the account down to date, and has included a discussion of the products offered for transportation in the countries treated, which is not to be found in Hadley. In his conclusions—as, for instance, to the undesirability of state operation in this country and England, the impossibility of securing through competition satisfactory transportation conditions, and the inevitability of combination in the railway business—Professor Raper agrees in the main with his predecessor.

Unfortunately his style lacks fluency and his work does not present the keen analysis of conditions and well-reasoned discussion of principles which still make President Hadley's book delightful reading. It is, rather, primarily historical and statistical. It fairly bristles with tables of figures which have been assembled with care and without which a study of transportation would be valueless. The tables of rates are of particular interest, and are supplemented by discussions of the determining factors in rate-making in the various countries. The review of conditions in the United States furnishes instructive comparisons with foreign conditions which lead Professor Raper to conclude that America has not only lower freight rates than Europe, but a more efficient service. The discussion of operating expenses in the countries considered, based in the main upon a statement of the operating ratios for a period of years, is scarcely convincing.

Other features of the work are not altogether satisfactory. In the discussion of competition and combination in the United States there is no consideration of the application of the Sherman anti-trust law in the Northern Securities case. The recent decisions of the Commerce Court have not borne out Professor Raper's statement that the functions and powers of the Interstate Commerce Commission "have all now become clear and definite."

"Railway Transportation" affords a means of acquiring without much reading a good insight into foreign railway conditions. Its statistics will be of value to the student of transportation, and its elaborate bibliography will be of assistance to the investigator.

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RAPPARD, WILLIAM E. *Le Facteur Economique dans L'Avènement de la Démocratie Moderne en Suisse. I. L'Agriculture à la Fin de l'Ancien Régime.* Pp. 235. Geneva: George & Co., 1912.

In view of the excellent character of this study on Swiss agriculture at the end of the Ancient Régime it is a pity that the writer should have seen fit to lay so much stress in his title and introduction upon a subject only remotely touched in the body of the work. It is misleading to call the volume "*Le Facteur économique dans l'avènement de la démocratie en Suisse,*" and quite wrong to say, after